

Pupil Transportation Block Grant

HB 256

1.) For FY 2010, SDE would calculate the amount of money lost to each individual district through dropping the reimbursement rate for most pupil transportation costs from 85% to 50%. The difference would be distributed to each district as a block grant, meaning no district would lose any funding in FY 2010.

2.) The transportation block grant would be applied to any pupil transportation costs first, but could be used for discretionary purposes if not needed for pupil transportation.

3.) For future fiscal years, the FY 2010 block grant would be converted to a per support unit amount for each district. Example:

~School District A had a block grant of \$85,000 and 50 support units (\$1,700/unit)

~School District B had a block grant of \$100,000 and 50 support units (\$2,000/unit)

4.) In FY 2011, multiply each district's new units by their FY 2010 per unit distribution:

~School District A: Multiply 52 units by \$1,700 equals \$88,400

~School District B: Multiply 49 units by \$2,000 equals \$98,000

5.) Determine the percent change in statewide transportation reimbursements, less statewide enrollment change, since FY 2010:

~Transportation reimbursements increase 5%, less enrollment increase of 1%, equals 4% net

6.) Adjust the amount slated for distribution under #4 by the net percentage in #5:

~School District A: Increase \$88,400 by 4% to \$91,936

~School District B: Increase \$98,000 by 4% to \$101,920